



MEMORANDUM

To: Naugatuck Zoning Commission

From: Carol Gould & Francisco Gomes

Date: July 7, 2015

Subject: Special Design District –Traffic Concerns on Prospect Street

As part of the June 17th Zoning Commission public hearing regarding the proposed draft zoning amendment to create a Prospect Street Design District (PSDD) in Naugatuck, there were a number of comments from both the Zoning Commission and the public regarding traffic issues. In response to those comments and questions, FHI has conducted follow up research in collaboration with the Town Planner. The following information was gathered and the following observations can be made with respect to how the adoption of the PSDD might affect traffic patterns on Prospect Street.

1. Based upon an inquiry to the Naugatuck River Council of Governments, there are no plans by the CTDOT to modify Prospect Street (Route 68) in the Borough of Naugatuck at this time.
2. Other than collection of traffic volume, no recent traffic studies have been conducted by the CTDOT along Prospect Street in Naugatuck.
3. The CTDOT classifies roads according to the functions they are expected to serve. Prospect Street in Naugatuck is classified as a Minor Arterial. It is designed to accommodate both local and through traffic. 2012 CTDOT traffic counts on Route 68 in Naugatuck show that the average daily traffic (ADT):
 - a. 9,600 ADT East of Maple Hill Road
 - b. 11,600 ADT Immediately west of Maple Hill Road
 - c. 13,600 ADT at Lines Hill Street
 - d. 15,000 ADT west of Golden Hill Street

These volumes average approximately 35% less than New Haven Road (Route 63) which has 2012 ADT volumes in the range of 16,500 to 22,000.

4. CTDOT maintains a list of intersections with a high number of accidents. They explore the need for added traffic controls or roadway intersection modifications based on that history of safety and congestion. Neither the history of accidents on Route 68, nor traffic volumes Route 68 in Naugatuck have warranted any recent CTDOT assessment for traffic management purposes.
5. The CTDOT is responsible for approving the design of driveways onto Route 68. They consider factors such as number of parking spaces, traffic volumes to be generated, turning movements to and from a driveway, and adjacent traffic/land uses. Through the

driveway approval process, they manage the impact of new land uses on roadway conditions.

6. There is a diversity of uses permitted along the Prospect Street today with a disparate mix of zoning district designations. With this, there already exists the potential for new and redevelopment that would generate added traffic on to Prospect Street. The proposed PSDD would add design standards to any new or redevelopment that would more closely serve to manage how traffic to and from individual sites would flow or be managed on the site itself. This is a greater level of control over site design and associated traffic than exists today.